



Significant Progress Made

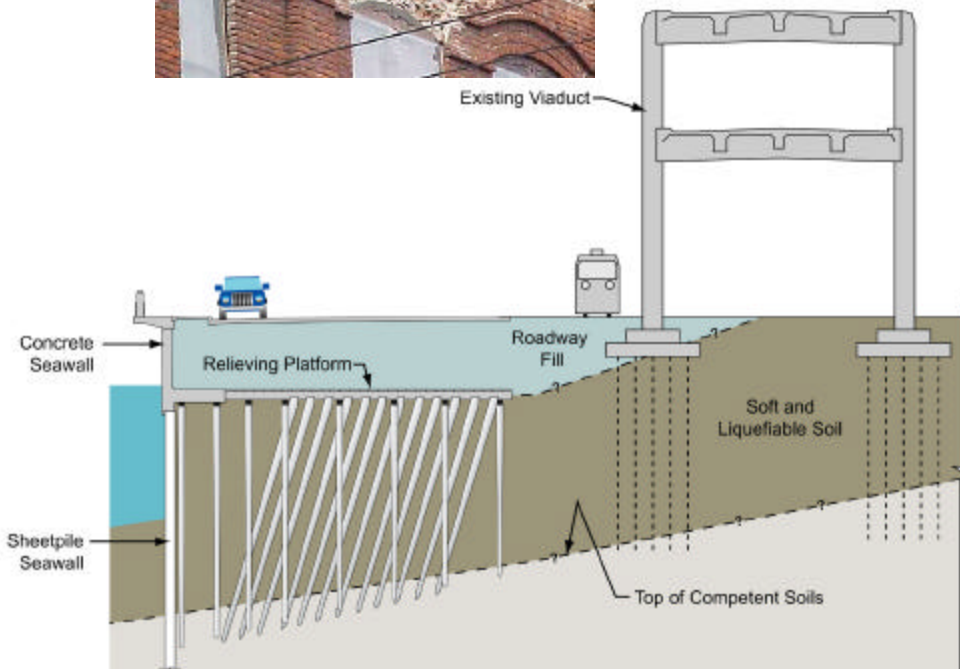
Maureen Sullivan,
WSDOT Project Director

An Urgent Need to Retrofit or Replace



Viaduct in need of replacement

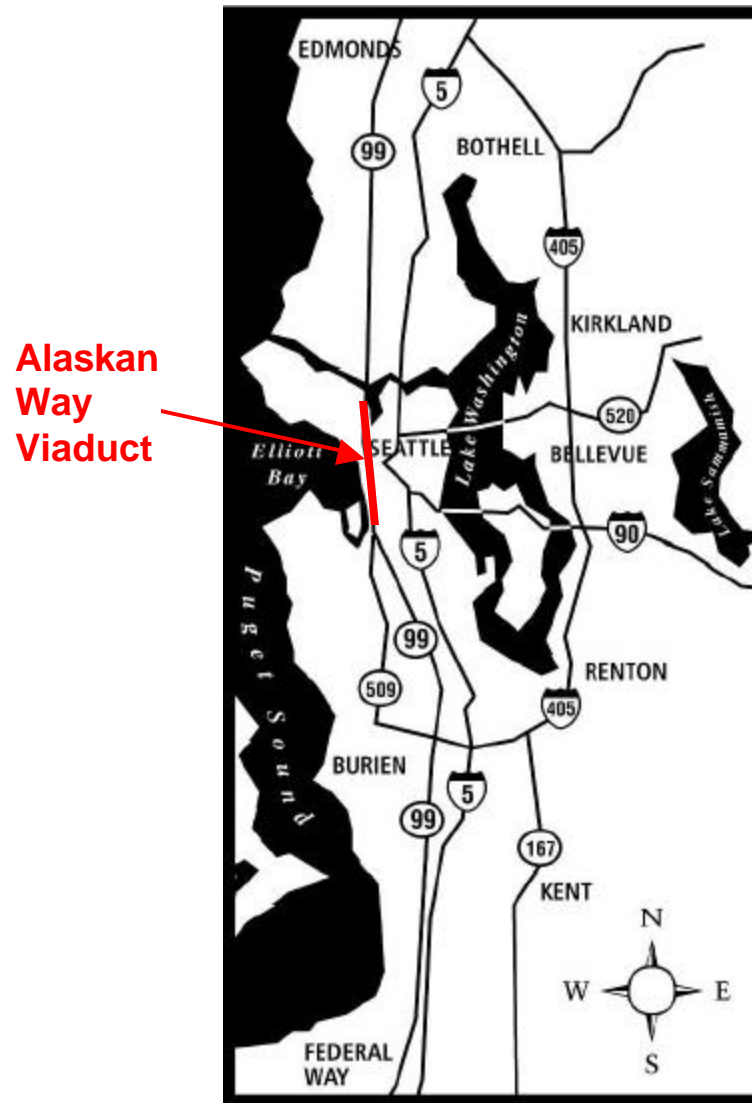
- ▶ Constructed in 1953
- ▶ Experts say a 1-in-20 chance exists that an earthquake could permanently close the viaduct in the next ten years
- ▶ Soils may liquefy
- ▶ Structure may fail



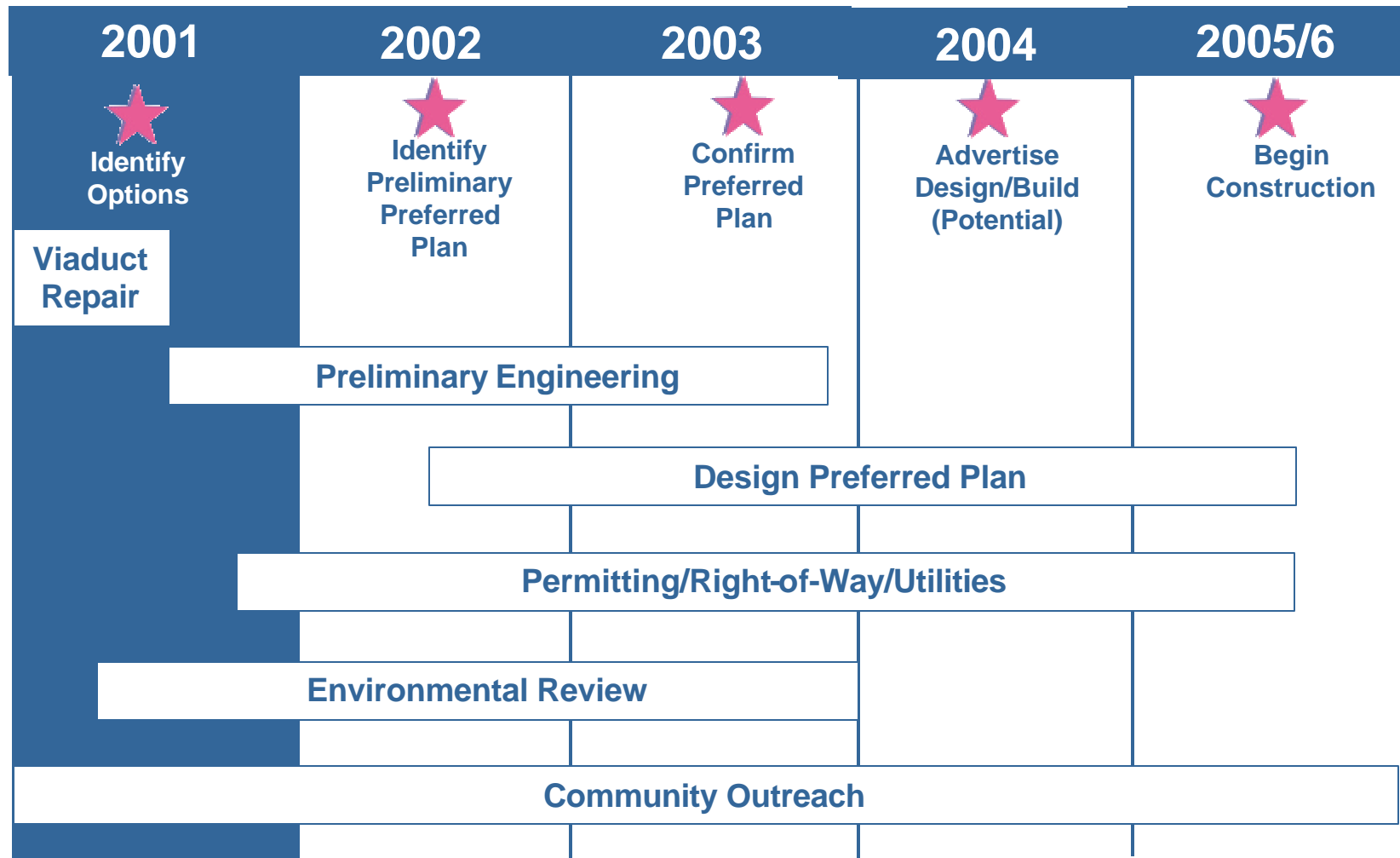
Seawall is also at risk

- ▶ Constructed 1915/1934
- ▶ Soils may liquefy
- ▶ Structure may fail
- ▶ Failure in similar seismic events as viaduct

Risk to the Viaduct Affects Regional System



Proceeding on a Fast Track



Listening to the Community

- ▶ Open houses held in November in West Seattle, Downtown, and Queen Anne
 - ▶ Community briefings ongoing
 - ▶ Elected officials
 - ▶ Leadership Group
- Seattle City Council
 - Transportation Commission
 - King County Council
 - Port of Seattle Commission
 - Pike Place Public Development Authority
 - Ballard Interbay Northend Manufacturing and Industrial Center
 - SODO Business Association
 - North Seattle Industrial Association
 - Pioneer Square Community Association
 - Ballard District Council
 - Fremont Chamber of Commerce
 - Belltown Community Council
 - Aurora Avenue Merchant's Association
 - Manufacturing and Industrial Council
 - Lake Union District Council
 - And others....

Progress Since October 15

What We've Heard

- ▶ Move quickly to address risks of seismic event on viaduct and seawall
- ▶ Maintain truck access on viaduct
- ▶ Address effects on communities

Progress Made

- ▶ Moved beyond concepts and identified four design plans to be considered further
- ▶ Conducted truck study on viaduct – up to 300 trucks per hour. Designing plans to accommodate what we learned about truck movements
- ▶ Meeting with property owners, businesses, residents and institutions to discuss design plans

Progress Since October 15

What We've Heard

- ▶ Improve transportation choices on waterfront
- ▶ Integrate solutions for viaduct and seawall
- ▶ Integrate viaduct solutions with potential fixes to 'Mercer Mess' and Seattle Center area

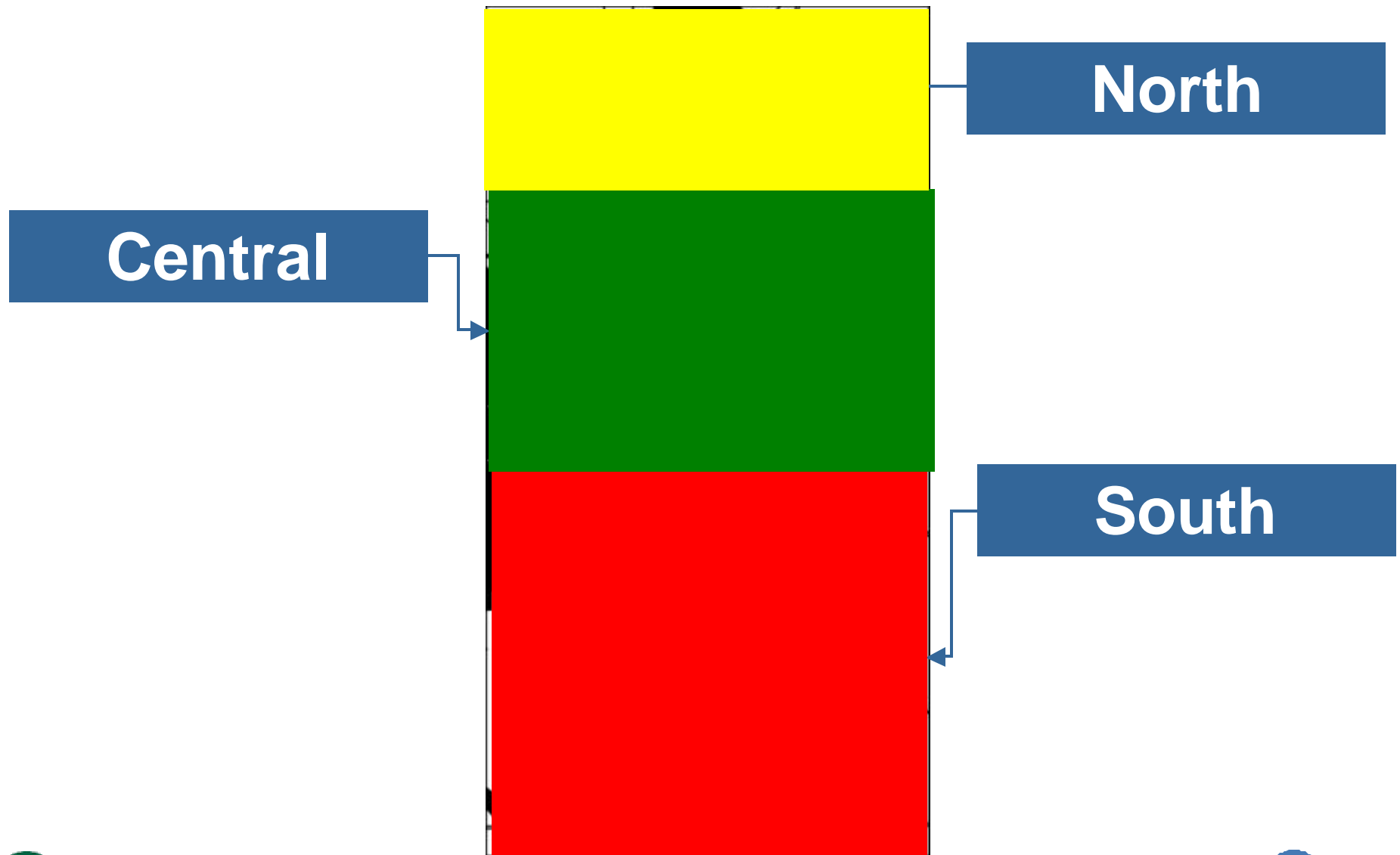
Progress Made

- ▶ Linked design plans to transportation choices in the corridor – pedestrian, bicyclists, ferries and transit
- ▶ Continued identifying vulnerabilities in the existing seawall and defining plans for retrofitting or replacement
- ▶ Designed plans to accommodate future transportation 'fixes' in the south Lake Union area

Progress Creates Opportunities

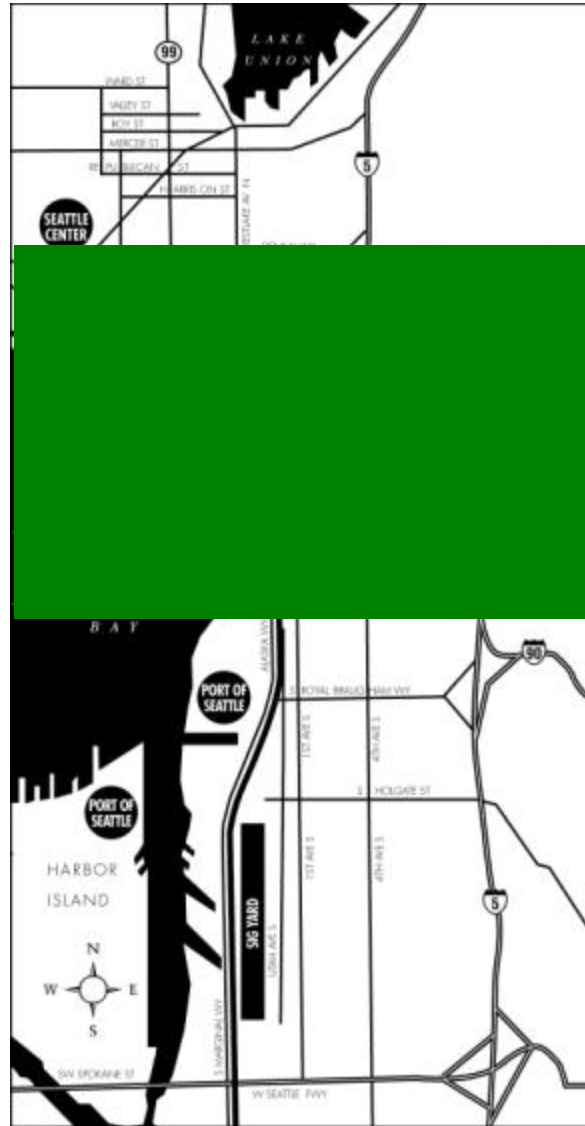
- ▶ Opportunity to increase transportation access and choices throughout the corridor
- ▶ Opportunity to redefine Alaskan Way right-of-way
- ▶ Opportunity to make better physical activity linkages to different neighborhoods
- ▶ Opportunity to improve the environmental conditions along the corridor

Progress Creates Opportunities



Central Waterfront Opportunities

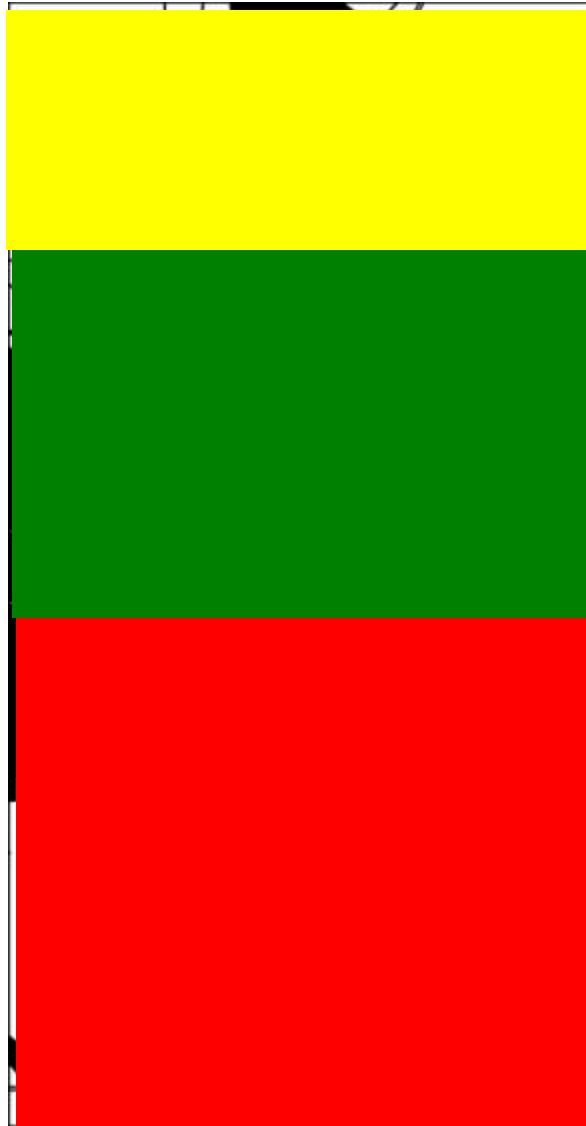
- Improve safety for pedestrians, bicycle, and vehicular traffic
- Integrate with potential transit improvements
- Improve access to and from downtown
- Increase open space and improve transit access to waterfront



- Improve ferry access for pedestrians and vehicles
- Address building viaduct and seawall at the same time

North Area Opportunities

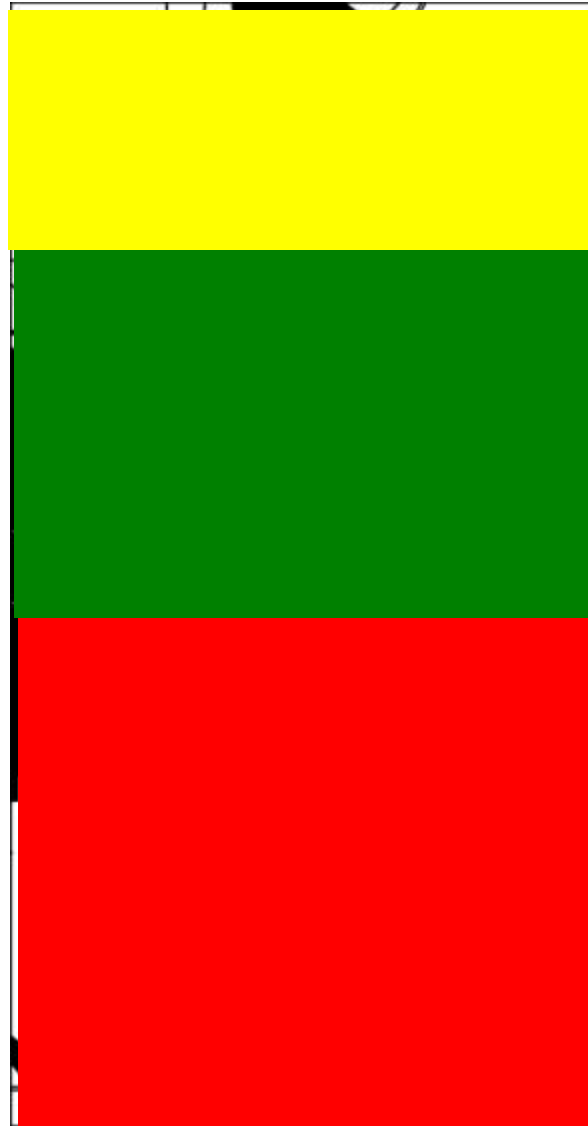
- Reconnect street grid
- Integrate with potential improvements in the Mercer Street corridor
- Improve access to and from South Lake Union and Seattle Center area



- Improve access to Ballard/Interbay
- Reuse Battery Street Tunnel to extend waterfront streetcar or for local access

South Area Opportunities

- Improve freight mobility – Interbay, Duwamish, Port of Seattle, south King County
- Improve access in the stadium area



- Provide for better bicycle, pedestrian and transit access between the stadium area and the waterfront
- Improve connections between SR 99 and Spokane Street